

Quarterly Report

October - December 2020



January 30, 2021



Statutory Reporting Requirements

The RhodeWorks plan to repair roads and bridges was approved by the Rhode Island General Assembly and signed into law by Governor Gina M. Raimondo on February 11, 2016. The legislation (2016-H 7409Aaa, 2016- S 2246Aaa) creates a funding source that will allow the Rhode Island Department of Transportation (RIDOT) to repair more than 150 structurally deficient bridges and make repairs to another 500 bridges to prevent them from becoming deficient, bringing 90 percent of the State's bridges into structural sufficiency by 2025. Incorporated into the new legislation are the following reporting requirements: Statutory Reporting Requirements

RIGL 42-13.1-16. Reporting. – The department shall submit to the office of management and budget, the house fiscal advisor, and the senate fiscal advisor, a report on the progress of implementation of this chapter within thirty (30) days of the close of each of the fiscal quarters of each year. The reports shall also be posted on the department's website. The reports shall include, at a minimum:

- (1) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date;
- (2) Construction and design contracts of five hundred thousand dollars (\$500,000) or greater awarded in the prior federal fiscal year, date of award, value, and expected substantial completion date;
- (3) Expected final cost of:
 - (i) Any construction contracts of five hundred thousand dollars (\$500,000) or greater that reached substantial completion in the prior federal fiscal year; and
 - (ii) Any design contracts of five hundred thousand dollars (\$500,000) or greater completed in the prior federal fiscal year; and
- (4) Total number of workers employed through the contract and the number of the workers in that total with a Rhode Island address.



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Dear Ms. Reynolds-Ferland, Messrs. Whitney and Womer:

RIDOT is pleased to submit the FFY 2021 Q1 RhodeWorks quarterly report.

As the pandemic continued, so did RIDOT employees who worked relentlessly through these unsettling times. RIDOT adhered to the schedule set forth in our 10-year plan as mandated by RhodeWorks, even as the department labored under the burden of reduced revenues from both the gas tax and car registrations.

A few projects deserve to be highlighted. We completely replaced the 134-year-old, structurally deficient Howard Road Bridge in Cumberland in compliance with environmental and historic standards. On Tower Hill Road in Wakefield, we were able to complete massive safety and stormwater improvements making that business corridor easier to navigate. We moved forward with our plans for a Multi-Hub Bus system for Providence. We have also started construction on the highly anticipated Pawtucket Rail Station and Bus Hub and we have the Northbound Viaduct in preliminary design. We were fortunate to have had a winter with few snowstorms so far which our maintenance staff handled easily.

Our financial future will require careful planning and careful spending as State funding has declined markedly. We need the State funds for the very generous four-to-one match that the Federal government provides. We have submitted proposals to meet these needs to the legislature.

This report highlights some of RIDOT's accomplishments during this quarter with detailed project budgets and schedules in insert A. Please do not hesitate to ask if you have any questions and thank you for your support.

Sincerely,

Peter Alviti Jr., P.E.
Director

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Key Accomplishments

Key Accomplishments

Project Management

- **Howard Road Bridge** – In mid-December, the Howard Road Bridge in Cumberland was reopened. The bridge had been closed since June 2017 after the results of an inspection found that the bridge was so badly deteriorated it could not remain open to traffic. The 134-year-old bridge was reconstructed in accordance with federal environmental and historical preservation standards. This work included installing a new wood deck, resembling the nearby Rawson Road bridges, which were rebuilt under historic guidelines in the early-2000s. The bridge is owned by the Town of Cumberland and carries Howard Road over Abbott Run, close to the Massachusetts border.
- **Old Tower Hill Road Improvements** – In October, a ribbon-cutting ceremony was held in South Kingstown to mark the completion of an array of roadway and pedestrian safety improvements for one of the town's busiest commercial corridors. The project finished on budget and one month ahead of schedule. In addition to roadway resurfacing, the project made several safety improvements with a focus on pedestrian, bicycle, and vehicular safety. These included upgrading traffic signals, installing new curbing and wider, ADA-compliant sidewalks, adding crosswalks, and adding a bike lane in both directions. RIDOT also added median islands to better control traffic flow in and out of businesses in the corridor.
- **Northbound Viaduct** – During the quarter, preliminary design and permitting efforts were advanced and a virtual town hall meeting was held that provided details on the scope of work and anticipated impacts associated with this project.

Safety

- **Safe Routes to School** – In October, a \$1.9 million “Safe Routes to School” project was completed in Barrington. This project included new sidewalks, new granite curbing and curb ramps, detectable warning systems and flashing school zone speed limit signs, bike racks, and new stormwater systems along 1.2 miles of road near Barrington Middle School and nearby Primrose Hill Elementary School.

Transit

- **Providence-Newport Ferry** – Despite the COVID-19 pandemic, RIDOT supported a successful 2020 ferry season, which began in late June and concluded on Columbus Day weekend. Public safety measures included reduced vessel capacity, required face coverings, and enhanced vessel cleaning protocols. Ferry service was provided to over 15,000 riders last season, and planning for the 2021 ferry season is currently underway.

Maintenance

- **Winter Weather Season** – In the first quarter of FFY 2021, there were two storm events and RIDOT's heavy plow truck fleet was over 90 percent operational. RIDOT's salt stockpiles were fully stocked prior to the first snowfall and will be kept adequately stocked throughout the winter.
- **Plow Vendor App** - RIDOT is in the process of implementing a storm manager app for plow vendors that tracks time/location and generates invoicing for payment. This software will eliminate an antiquated paper invoicing system, which will modernize storm response management and help expedite vendor payment.

Statutory Requirements

CONSTRUCTION

FFY20 AWARDS

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

CONSTRUCTION CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019- September 30, 2020)

Construction Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
Bridge Group 03 - I-95 PAW	Oct-19	\$ 10.2	Jul-22
Bridge Group 12A - Sandy Bottom	Oct-19	\$ 5.2	Oct-23
Salt Storage Facility - EPR	Oct-19	\$ 2.1	Oct-20
Old Tower Hill Rd (Rt 108 - Rt 1)	Oct-19	\$ 2.3	Sep-20
Bridge Group 16B	Nov-19	\$ 3.2	Dec-21
Broad Street Regeneration	Dec-19	\$ 13.0	Jun-23
Bridge Group 17 - BUR, CUM, LIN, NPR, NSN, SMI	Dec-19	\$ 4.0	Apr-22
STC Miscellaneous Improvements 2019	Dec-19	\$ 1.7	Jun-21
Rt 44 - Taunton Ave (Rt 1A/114 - Mass S/L)	Dec-19	\$ 3.0	May-21
Subtotal		\$ 44.6	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
1R Improvements to Greene Lane	Jan-20	\$ 1.5	Sep-20
RT 115 Main St (RT 116 to Jackson Flat Rd)	Jan-20	\$ 1.6	Jun-21
Bridge Group 51A - Rt 37 C-2	Jan-20	\$ 58.2	May-23
Bridge Group 62 - Manville Br	Feb-20	\$ 7.0	Dec-21
Bridge Group 59A - Park Ave RR	Feb-20	\$ 6.9	Aug-22
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Feb-20	\$ 4.5	Sep-20
Pell Bridge Ramps Phase I	Mar-20	\$ 6.3	Dec-21
Danielson Pk (Rt 102 - West Greenville Rd)	Mar-20	\$ 4.8	Sep-20
Subtotal		\$ 90.7	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
2020 PPEST C-1	Apr-20	\$ 1.6	Jul-20
2020 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.3	Jun-21
2020 Crack Sealing Limited Access C-1	Jun-20	\$ 1.4	Sep-20
Roadway Departure Mitigation 2020	Jun-20	\$ 2.3	May-21
Subtotal		\$ 6.6	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
HSIP - Signalization of Allens Ave. C-5	Jul-20	\$ 3.1	Dec-21
Bridge Group 53 - Union Village RR	Jul-20	\$ 3.4	Apr-23
Bridge Group 43A - Mohegan Bridge	Jul-20	\$ 6.0	Apr-23
Bridge Group 75T - 5 - I-95 Viaduct NB	Jul-20	\$ 212.0	Sep-25
Rt 5 - Lambert Lind Hwy (Mayfield Ave - I-95)	Aug-20	\$ 14.1	Jun-23
HSIP Crosswalk & Signal Improvements 2020	Aug-20	\$ 1.4	Dec-22
HSIP - Crosswalk and Sign Enhancements	Aug-20	\$ 1.5	Jun-22
Route 1A, Old Post Rd Charlestown	Sep-20	\$ 0.9	Dec-20
STC Improvements 2020	Sep-20	\$ 1.0	Dec-21
Subtotal		\$ 243.3	
TOTAL		\$ 385.2	

Note: Value = the total construction value, except for design/build projects.

CONSTRUCTION
FFY20 COMPLETE

STATUTORY REQUIREMENT: Expected final cost of Construction Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

CONSTRUCTION CONTRACTS AT SUBSTANTIAL COMPLETION IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Construction Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract Cost	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
Rt 44 - C-3B (RIDOT Maint Facility - W. Greenville Rd)	Oct-19	\$ 7.5	57	47	82%
Old Summit Rd & Susan Bowen Rd (Rt 117 - Rt 117)	Oct-19	\$ 0.6	18	17	94%
Blackstone River Bikeway - 8B-1	Oct-19	\$ 2.5	86	54	63%
Central Pk & Battey Meetinghouse Rd	Oct-19	\$ 3.3	25	25	100%
2019 Paver Placed Elastomeric Surface Treatment C-1	Oct-19	\$ 1.8	26	19	73%
2019 PPEST C-3	Oct-19	\$ 1.6	31	20	65%
Intersection Safety Improvements to Route 44/Smithfield Commons - Dual Left Turn Lanes	Oct-19	\$ 0.6	24	23	96%
2018 Statewide Intersection Safety Improvements	Oct-19	\$ 0.8	56	41	73%
Roadway Departure Mitigation - Horizontal Curve Enhancement-2018	Oct-19	\$ 1.1	23	6	26%
2019 Paver Placed Elastomeric Surface Treatment - Contract 2	Oct-19	\$ 3.3	17	15	88%
2019 Crack Sealing North & East C-1	Oct-19	\$ 0.7	2	2	100%
2019 Crack Sealing South & Central C-1	Oct-19	\$ 0.7	18	0	0%
Aquidneck Avenue HSIP	Nov-19	\$ 0.5	20	14	70%
I-195 Relocation, Gano St, Contract 18	Nov-19	\$ 1.6	86	59	69%
Bridge Group 12 - Central RI	Nov-19	\$ 6.0	53	30	57%
Bridge Group 38 - Rt 146 Corridor	Nov-19	\$ 7.4	47	34	72%
Bridge Group 38C - Geneva Pond	Nov-19	\$ 2.6	93	62	67%
Rt 78 (Rt 1 - Conn S/L)	Nov-19	\$ 3.4	50	39	78%
2019 Roadway Departure Mitigation	Nov-19	\$ 1.1	33	21	64%
Bridge Group 58E - Barbs Hill Rd	Dec-19	\$ 1.5	52	36	69%
Bridge Group 02T - 4 - Oxford St	Dec-19	\$ 8.9	89	65	73%
State Traffic Commission - Statewide Pedestrian and Intersection Safety Improvements	Dec-19	\$ 1.6	38	25	66%
State Traffic Commission Miscellaneous Improvements	Dec-19	\$ 1.9	50	43	86%
Bridge Group 57K - Big River	Dec-19	\$ 2.3	107	67	63%
Subtotal		\$ 63.2			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
Rt 146 Guide Signs - C-1 - North	Jan-20	\$ 1.5	50	20	40%
Metacom Avenue (Rt 136) HSIP	Feb-20	\$ 3.1	32	30	94%
Subtotal		\$ 4.6			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
2019 Rubberized Asphalt Chip Seal C-1	Apr-20	\$ 1.2	N/A	N/A	N/A
2019 Rubberized Asphalt Chip Sealing	Apr-20	\$ 1.7	N/A	N/A	N/A
Bridge Group 13A - Rt 146 C-1	Apr-20	\$ 4.4	131	106	81%
Bridge Group 09 - CRA, JOH	May-20	\$ 2.7	131	58	44%
Trestle Trail Bridges - West	Jun-20	\$ 2.8	83	63	76%
High Friction Surface I-95 S Curves	Jun-20	\$ 1.8	51	32	63%
Subtotal		\$ 14.6			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
Bridge Group 16T - 13 - Woonasquatucket Br	Jul-20	\$ 6.7	155	108	70%
2020 PPEST C-1	Jul-20	\$ 1.6	45	31	69%
SRTS - C-3 (Smithfield, Woonsocket)	Jul-20	\$ 1.2	52	40	77%
Bridge Group 71 - Victory Hwy	Jul-20	\$ 12.3	103	60	58%
Bridge Group 09T - 8 - I-295 C-2	Jul-20	\$ 34.5	311	164	53%
Materials Lab - Quality Assurance	Jul-20	\$ 2.9	N/A	N/A	N/A
SRTS C-1 (Barrington)	Aug-20	\$ 1.1	51	35	69%
Bridge Group 37T-9 - I-295 CUM	Aug-20	\$ 16.4	301	169	56%
Bridge Group 75 - Rt 146 Louisquisset Pk Ramp	Aug-20	\$ 3.7	136	80	59%
Bridge Group 06 - PVD	Aug-20	\$ 7.8	117	95	81%
Bridge Group 07T - 1 - I-95 Wood River Valley	Aug-20	\$ 12.1	233	126	54%
2020 Crack Sealing Limited Access C-1	Sep-20	\$ 1.4	43	0	0%
Bridge Group 15A - East Bay	Sep-20	\$ 6.5	170	77	45%
Bridge Group 59B - Centerville Rd	Sep-20	\$ 4.2	35	21	60%
1R Improvements to Greene Lane	Sep-20	\$ 1.5	67	47	70%
I-95 Resurfacing Program, C-2B (Providence and Pawtucket)	Sep-20	\$ 4.5	124	83	67%
Danielson Pk (Rt 102 - West Greenville Rd)	Sep-20	\$ 4.8	35	26	74%
Old Tower Hill Rd (Rt 108 - Rt 1)	Sep-20	\$ 2.3	107	62	58%
Subtotal		\$ 125.5			
TOTAL		\$ 207.9			

RIDOT is increasing efforts to ensure contractor compliance with Rhode Island Jobs reporting requirements.

Data sources: Monthly RIDOT Executive Summary Reports submitted by Turino, and PRISM Database, and current contract amounts as of 12/31/20

Note: RIDOT Continues to monitor costs post-substantial completion -- the construction value will be adjusted to reflect construction expenses related to punch lists and final close-out activities.

CONSTRUCTION

FFY22 PLANNED ADVERTISED

STATUTORY REQUIREMENT: Construction Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value, and expected award date.

CONSTRUCTION CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

Construction Contract (Project Name)	Expected Advertise Date	Construction Value (\$M)
FFY 2022 - October 1, 2021 - September 30, 2022		
Bridge Group 39 - Rt 146	FFY 22	\$ 15.2
2022 Paver Placed Elastomeric Surface Treatment C-1	FFY 22	\$ 2.2
2022 Rubberized Asphalt Chip Seal C-1	FFY 22	\$ 1.5
2022 Crack Sealing Statewide C-1	FFY 22	\$ 2.0
Bridge Group 44_H - Nonquit	FFY 22	\$ 1.3
Bridge Group 33A - Providence St.	FFY 22	\$ 8.1
Bridge Goup 95 – Rt. I-95/4 Interchange*	FFY 22	\$ 43.9
Bridge Group 18A	FFY 22	\$ 4.6
Bridge Group 13B - Rt 146 C-2	FFY 22	\$ 4.2
Bridge Group 37 - Mendon Rd.	FFY 22	\$ 6.7
Bridge Group 45B_H - Kings Factory	FFY 22	\$ 2.6
Bridge Group 42A	FFY 22	\$ 5.4
HSIP East Bay 2021	FFY 22	\$ 1.5
Bridge Group 14 - Rt 99	FFY 22	\$ 14.0
TOTAL		\$ 113.2

*The Rt. I-95/4 Interchange project is reliant upon Federal grant funding. If these grant funds become unavailable, project will not advertised in FFY 2022.

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater that reached substantial completion in the prior fiscal year, and the total number of workers employed through the contract and the number of workers in that total with a Rhode Island address.

DESIGN CONTRACTS COMPLETED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Completion Date (Mon-Year)	Expected Final Contract	Number of Workers	Number of RI Workers	% Share with RI Residence
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019					
STATEWIDE TRAFFIC ENGINEERING STUDIES FOR THE STATE TRAFFIC COMMISSION	Oct-19	\$ 1.03	N/A	N/A	N/A
Subtotal		\$ 1.03			
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020					
COMP BR IMP PROGRAM - GROUP 6 & GROUP 7	Jan-20	\$ 5.81	N/A	N/A	N/A
BICYCLE AND/OR PEDESTRIAN FACILITY ENHANCEMENTS PROGRAM	Jan-20	\$ 1.34	N/A	N/A	N/A
2015 PAVEMENT PRESERVATION PROGRAM - CONTRACT 2	Mar-20	\$ 1.21	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C3 / North	Mar-20	\$ 1.69	N/A	N/A	N/A
Subtotal		\$ 10.05			
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020					
RECONSTRUCTION OF EAST MAIN ROAD (RTE 138)	Apr-20	\$ 3.61	N/A	N/A	N/A
HWY - RTE 138 RECONSTRUCTION, SOUTH KINGSTOWN	Apr-20	\$ 3.11	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 1	Apr-20	\$ 3.08	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 3	Apr-20	\$ 3.53	N/A	N/A	N/A
ON-CALL HSIP FINAL DESIGN CONSULTANT	May-20	\$ 1.21	N/A	N/A	N/A
COMP BR IMP PROGRAM - GROUP 5	May-20	\$ 0.91	N/A	N/A	N/A
HWY - ADA SIDEWALK	May-20	\$ 2.40	N/A	N/A	N/A
HWY - 1R HIGHWAY IMP PROGRAM - GROUP 2	May-20	\$ 3.53	N/A	N/A	N/A
Statewide High Hazard Intersections/Ramps - C8 / Metro South	May-20	\$ 0.50	N/A	N/A	N/A
ON-CALL DESIGN CONSULTANT FOR THE STATE TRAFFIC COMMISSION, CONTRACT 2	Jun-20	\$ 0.64	N/A	N/A	N/A
Subtotal		\$ 22.51			
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020					
HWY - DESIGN/RECONSTRUCTION OF J.T. CONNELL RD/CODDINGTON HWY.	Jul-20	\$ 0.84	N/A	N/A	N/A
COMP BR PROGRAM - GROUP 9 & 10	Jul-20	\$ 2.44	N/A	N/A	N/A
TRAFFIC CIRCULATION & CONCEPTUAL DESIGN FOR APPONAUG CIRCULATOR RD., WARWICK	Jul-20	\$ 8.09	N/A	N/A	N/A
2015 INTERSTATE ROUTE 95 RESURFACING PROGRAM - CONTRACT 1	Aug-20	\$ 0.52	N/A	N/A	N/A
ON-CALL TRAFFIC CONSULTANT C-2	Sep-20	\$ 1.31	N/A	N/A	N/A
Subtotal		\$ 13.19			
TOTAL		\$ 46.78			

Note: RIDOT does not currently collect full employment and payroll information from contractors and subcontractors on design contracts as this was not a legislated requirement prior to RhodeWorks. As such, RIDOT does not currently have sufficient information about the number of unique employees per project or employee state of residence. RIDOT is developing a methodology to capture this information in the future.

Data sources: RIDOT Financial Management System

DESIGN

FFY20 AWARDS

STATUTORY REQUIREMENT: Expected final cost of Design Contracts \$500,000 or greater awarded in the prior fiscal year, date of awards, value, and expected substantial completion date.

DESIGN CONTRACTS AWARDED IN FFY 2020 (Oct. 1, 2019 - September 30, 2020)

Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2020 1st Quarter - October 1, 2019 - December 31, 2019			
On-Call Bridge Preservation Task Order Program-C1	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C2	Oct-18	\$ 4.6	Oct-21
On-Call Bridge Preservation Task Order Program-C3	Oct-18	\$ 4.6	Oct-21
Subtotal		\$ 13.7	
FFY 2020 2nd Quarter - January 1, 2020 - March 31, 2020			
Subtotal		\$ -	
FFY 2020 3rd Quarter - April 1, 2020 - June 30, 2020			
Subtotal		\$ -	
FFY 2020 4th Quarter - July 1, 2020 - September 30, 2020			
Subtotal		\$ -	
TOTAL		\$ 13.7	

DESIGN

FFY22 PLANNED

STATUTORY REQUIREMENT: Design Contracts \$500,000 or greater planned to be advertised in the upcoming federal fiscal year, their value and expected award date.

DESIGN CONTRACTS PLANNED TO BE ADVERTISED IN FFY 2022 (Oct. 1, 2021 - September 30, 2022)

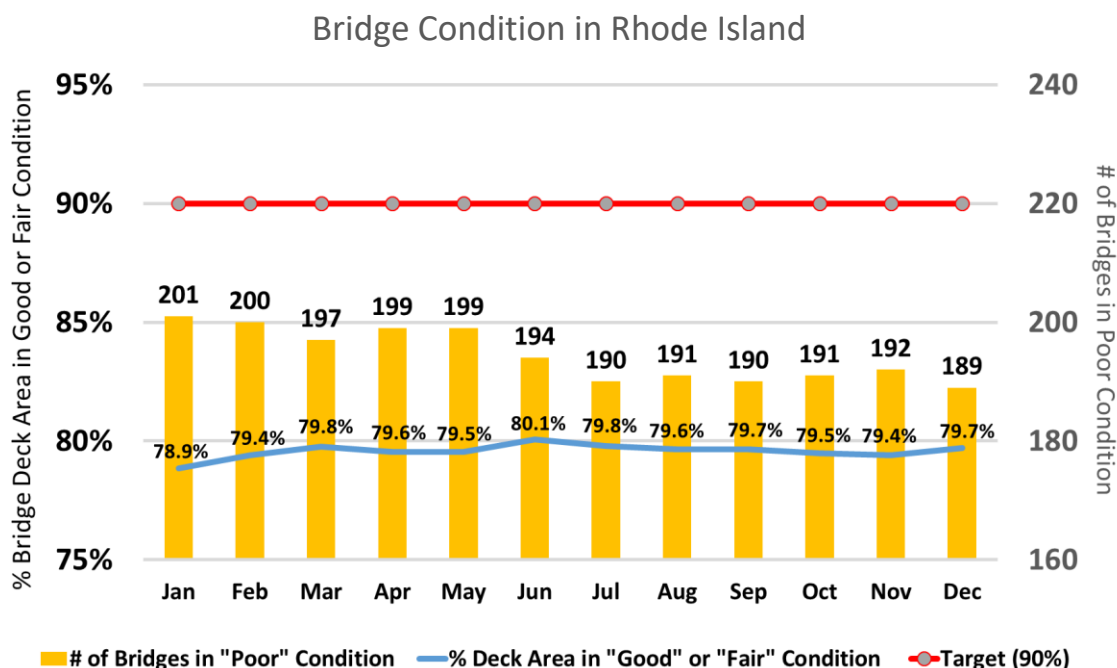
Design Contract (Project Name)	Award Date (Mon-Year)	Value (\$M)	Exp. Completion Date (Mon-Year)
FFY 2022 -- October 1, 2021 - September 30, 2022			
*	*	\$ -	*

Note: At this time, the planning of FFY 2022 Design contracts are in process. Anticipated contract advertisements will be identified in upcoming quarterly reports upon finalization.

Operations

Bridge Condition

In 2019, the condition of Rhode Island's bridges ranked 51st out of the 51 states (including District of Columbia) – the worst in America. National 2020 FHWA bridge data will be available in April 2021. The following chart details bridge conditions through the first quarter of FFY 2021. RIDOT is in the process of evaluating current funding uncertainties and their impacts to achieving federal bridge condition standards.



All Bridges total = 1,195 All Bridges Deck Area = 8.66 million square feet

RIDOT's Ten Year Plan calls for increased expenditures on bridge preservation activities in addition to expenditures on bridge reconstruction. As seen in the chart below, five bridges were removed from the poor condition list during this past quarter; during the same period, four bridges were deemed to be in poor condition upon inspection.

Bridges Removed from "Poor Condition" List (Repaired, Replaced, or Removed) Q1 FFY 2021

Q1 Oct-Dec 2021	The Bridgetown Bridge 034401 which passes over the Pettaquamscutt River in Narragansett	2,376 sq ft
	The New London Ave Bridge 042401 which passes over Mesh Interchange Lane A in Cranston	2,464 sq ft
	The Baker Pines Bridge 059301 which passes over Route 3 in Richmond	4,700 sq ft
	The Freeborn Street NB Bridge 064601 which passes over Freeborn Street in Portsmouth	5,057 sq ft
	The Stony Lane Bridge 076801 which passes over Stony Lane in North Kingstown	12,042 sq ft
Subtotal		26,639 sq ft

Bridges Added to the "Poor Condition" List in Q1 FFY 2021

Q1 Oct-Dec 2021	The Greenwood RR Bridge 000201 which passes over Amtrak in Warwick	6,683 sq ft
	The Burdickville Road Bridge 037501 which passes over Pawcatuck River in Charlestown	3,422 sq ft
	The Pontiac Ave Bridge 066801 which passes over RI-10 Huntington Expressway in Cranston	7,504 sq ft
	The Diamond Hill Road Bridge 075401 which passes over I-295 NB & SB in Cumberland	16,839 sq ft
Subtotal		34,447 sq ft
Net Change		-7,808 sq ft

Note: The chart to the left, while generated from bridge software, is meant to solely be a list of bridges and is only one piece of the information used to generate the "Bridge Condition in Rhode Island" chart.

The Rhode Island Department of Transportation aims to maintain and provide a safe and efficient transportation network. A key component of this is ensuring that the pavement on State roads is properly managed and maintained. There are a variety of pavement treatments that can be utilized, depending on the needs of the roadway and the availability of funds. Pavement projects derive from RIDOT's pavement preservation and capital programs, and are based on strategic asset management.

Pavement Preservation Program - Pavement Preservation extends the service life of roadways by making a pavement surface less permeable to reduce water penetration through cracks, which weaken the foundation soils and deteriorates the pavement. Current treatments include crack sealing, asphalt rubber chip seals and thin overlays or PPEST. Pavement preservation techniques can extend the service life of the road up to ten years.

- **Crack Seal** - a relatively easy and lower-cost operation that prevents water from penetrating into the asphalt pavement to prevent further cracking, base failures, and overall deterioration of the roadway. RIDOT uses a rubberized asphalt liquid to seal joints and cracks to extend the pavement's functional life.
- **Rubberized Chip Seal** – a pavement preservation treatment that combines a 20 percent rubber modified asphalt liquid binder and an asphalt coated aggregate primarily as a flexible waterproof wearing surface. The application improves skid resistance, renews aging surfaces, fills micro-cracks, and seals and waterproofs the pavement.



- **Thin Overlay (Paver-Placed Elastomeric Surface Treatment - PPEST)** – a one inch thick, gap graded hot mix with a modified asphalt cement. The modified asphalt greatly improves the mix's flexibility resulting in a more crack-resistant pavement.

Pavement Capital Program – For some roads, preservation treatments may not be appropriate, and resurfacing or full-depth reclamation may be necessary. These projects are included in the the pavement capital program.

- **Resurfacing** – pavement rehabilitation process of milling off the top layer of existing pavement to a specified depth (1-2") and replacing this layer with a new hot mix asphalt riding surface. In some cases, roads are simply overlaid.
- **Full-Depth Reclamation (FDR)** – FDR is a pavement rehabilitation process where the road base is reconstructed by pulverizing the existing asphalt pavement and the gravel base materials mixing them with a stabilizing agent designed to strengthen the base. FDR uses in-place materials in a true recycling process that provides long term improvement for severely distressed roads, thus extending surface life after surfacing.

2021 Pavement Preservation

The FFY 2021 Pavement Preservation program will include over 150 miles of PPEST, chip seal, and crack seal projects.

These charts provide an inventory of pavement preservation projects planned for the upcoming 2021 construction season:

Rubberized Asphalt Chip Seal

Municipality	Road Name	Road Limits	Miles
Jamestown	Beavertail Road	Southwest Ave & Hamilton Ave to Beavertail State Park	2.6
Narragansett, S. Kingstown	Succotash Road	US-1 to end in Jerusalem	2.6
Tiverton	Bulgarmarsh Road	Rt. 77/Main Rd to Mass State Line	3.5
Total			8.7

Thin Overlay (PPEST)

Municipality	Road Name	Road Limits	Miles
Cranston	Dean Parkway	Meshanticut Valley Pkwy to Budlong Rd	0.3
Cumberland	Diamond Hill Road	Bear Hill Rd to Hines Rd	1.4
Narragansett	Bridgetown Road	Boston Neck Rd to Narrow River	0.6
North Kingstown	Tower Hill Road	West Main St. to RI 4	2.4
Narragansett	Boston Neck Road	100' from Pavement Joint at House #720	0.0
Narragansett	Boston Neck Road	200' from Pavement Joint at House #800	0.0
Total			4.8

Crack Seal - FFY 2020 Work to be Completed

Municipality	Road Name	Road Limits	Miles
Charlestown/Richmond	Old Shannock Road	RI-2 to Rt 112	1.8
Coventry	Harkney Hill Road	Weaver Hill Road to Phillips Hill Road	1.9
E. Greenwich	S. County Trail	RI-402 to RI-4	0.9
E. Greenwich/W. Greenwich	Division Road	RI-2 to New London Turnpike	3.1
Hopkinton	Wincheck Pond Road	RI-138 to RI-138	0.3
Hopkinton	Camp Yawgoo Road	RI-138 to End	0.6
Hopkinton	High Street	Laurel Street to Conn S/L	0.9
Johnston	Hopkins Avenue	Windsor Ave to Hartford Ave (US 6)	1.4
Narragansett	Great Island Road	E Shore Rd to Galilee Escape Rd.	0.4
Narragansett	Beach Street/Ocean Road	RI-108 to Narragansett Ave	4.8
Narragansett	Knowles Way	RI-108 to Ocean Rd	0.4
Narragansett	Sand Hill Cove Road	Great Island Rd to RI-108	1.2
Narragansett	Point Judith Road	South Pier Road to Ocean Road	4.2
Narragansett	Boston Neck Road	North Kingstown T/L to Old Boston Neck Road	3.7
Narragansett	Boston Neck Road	Old Boston Neck Rd to Sprague Br ** (Shoulders Only)	0.5
Narragansett	Kingstown Road	RI-108 to Strathmore Rd	1.0
N. Kingstown	Ten Rod Road	RI-4 to Us 1	2.5
Scituate	Plainfield Pike	East End Of Causeway to RI-116	1.1
Scituate	Chopmist Hill Road	Danielson Pk to RI-101	1.2
S. Kingstown	Kingstown Road	Upper College Rd to Fairgrounds Rd	1.9
Warwick	Post Road	Post Rd Ext to RI-113	0.7
Warwick	Main Avenue	RI-5 (Greenwich Ave) to Gorham Ave	1.1
Warwick	Post Road	Walmart Entrance to RI-117 (Warwick Ave.)	0.6
Warwick	Ives Road	Forge Rd to Rocky Hill School Entrance	1.6
Warwick	Main Avenue	Buttonwoods Ave to RI-117	0.4
Warwick	West Shore Road	Post Rd to Buttonwoods Ave	1.2
W. Greenwich	Division Road	RI-3 (Noose Neck Hill Road) to East Greenwich T/L	3.2
W. Warwick	Providence Street	RI-33 to New London Ave	0.7
Total			43.3

FFY 2021 Crack Seal

Municipality	Road Name	Road Limits	Miles
Charlestown	Old Post Road	US-1 at West End to Ninigret Park Entrance	0.4
Charlestown	Carolina Back Road	Rt 2/South County Trail to Rt 91/Alton Road	2.2
Charlestown	Narragansett Trail	Kings Factory Road to End	0.5
Charlestown/Westerly	Post Road	Mile Marker 3.0, Westerly to Tamanaco Drive, Charlestown	6.6
Exeter	Ten Rod Road	Forest Hills Road to Sunderland Road	2.6
Exeter	South Road/Slocumville Road	Rt 102/Ten Rod Road to Rt 2/South County Trail	2.1
Exeter	Mill Pond Road	Railroad Avenue to Yawgoo Valley Road	0.9
Exeter	Dorset Mill Road	Mill Pond Road to Cul-De-Sac at End	0.1
Exeter	Austin Farm Road	I-95 to Black Plain Road	0.3
Exeter/W. Greenwich	Escoheag Hill Road	Rt. 165/Ten Rod Road to Molasses Hazard Road	1.6
Hopkinton	Spring Street	Nooseneck Hill Road to Soap House Lane (South)	0.2
Hopkinton	Spring Street	Wincheck Pond Road (South) to Camp Yawgoog Road	0.1
Hopkinton	Alton Bradford Road	Collins Road to Ashaway Road/Rt. 216	2.3
Hopkinton	High Street	Rt. 3/Nooseneck Hill Road to Laurel Avenue	0.2
Hopkinton	Gray Lane	Wellstown Road to 200 Yd From End at I-95	0.4
Hopkinton	Laurel Street	High Street/Rt. 216 to Palmer Street	0.2
Hopkinton	Nooseneck Hill Road/Main St	Lawton Foster Road South to Mechanic Street	3.6
Hopkinton/Richmond	Nooseneck Hill Road	Rt. 138/Main Street to Mechanic Street. (Hopkinton)	0.9
Hopkinton/Richmond	Switch Road & Mechanic St	Old Switch Road South to Old Switch Road North	1.2
Hopkinton/Richmond	Bridge Street	Rt. 3/Nooseneck Hill Road to Square	0.2
Hopkinton/Richmond	Skunk Hill Road	Arcadia Road to Rt. 3/Nooseneck Hill Road, Richmond	0.6
Jamestown	Conanicus Avenue	East Shore Road to High Street.Walcott Avenue	1.2
Jamestown	Hamilton Avenue	Walcott Avenue to Southwest Avenue	0.7
Jamestown	Southwest Avenue	Hamilton Avenue to Narragansett Avenue	0.6
Jamestown	Narragansett Avenue	Grinnell Street to Conanicus Avenue	0.2
Little Compton	Sackonnet Point Road	West Main Road to End	1.5
Little Compton	Pottersville Rd & Mullen Hill Rd	Long Hwy to Mass State Line	1.6
Little Compton	Main Street	Colebrook Road/ Streetone Church Road to Mass State Line	0.3
Little Compton/Tiverton	Crandall Road	Main Street (Adamsville) to Bulgarmarsh Road	5.2
Middletown	East Main Road	Wyatt Road to Bailey Brook Bridge	0.8
Middletown	West Main Road	Coddington Hwy to John Kesson Lane	2.2
Narragansett	Ocean Road	Beach Street to Old Ocean Road/Rt. 108	4.8
Narragansett	Ocean Road & Old Point Judith	Rt 108 to End	0.8
Narragansett	Point Judith Road	Southern End to Sea Lea Drive	0.7
Narragansett	Great Island Rd & Gallilee Con	Loop In Gallilee	0.5
Narragansett	Sand Hill Cove Road	Gallilee Connector Road Loop to Point Judith Road/Rt. 108	1.2
Narragansett	Pt. Judith Road	Sea Lea Dr to Rotary At Kingstown Road	3.8
Narragansett	Kingstown Road	Rt. 108 Rotary to Narragansett Avenue	1.0
Narragansett	Narragansett Avenue	Kingstown Road to Beach Street	0.3
North Kingstown	Railroad Avenue	Exeter Road to Mill Pond Road	1.1
North Kingstown	Rt. 138	US-1 to US-1A	2.1
North Kingstown	West Main Street	US-1/Tower Hill Road to Roosevelt Avenue/Park Entrance	0.1
North Kingstown	Boston Neck Road	Brown Street/Phillips Street to Beach Street	0.3
North Kingstown	Boston Neck Road	Rt. 138 Westbound Ramp to Ferry Road	1.4
North Kingstown	Post Road	Richard Smith Dr. to Chadsey Road	2.1
North Kingstown	Devil's Foot Road	Sachem Road to School Street	0.5
North Kingstown	Devil's Foot Road & Davisville	School Street to East Greenwich Town Line	0.9
Portsmouth	West Main Road	Locust Avenue to Lane Split South Of Rt. 24 Nb On-Ramp (North Of Hed	1.7
Portsmouth	Boyds Lane	Rt. 138/East Main Road to Park Avenue	0.4

Continued on Next Page

2021 Pavement Preservation

FFY 2021 Crack Seal (continued)

Municipality	Road Name	Road Limits	Miles
Portsmouth	Park Avenue	Norsemen Dr to Boyds Lane	0.2
Portsmouth	Turnpike Avenue	Rt. 138/East Main Road to Rt. 114/West Main Road	1.0
Portsmouth	Schoolhouse Lane	Middle Road to Rt. 138/East Main Road	0.4
Portsmouth	Chase Lane	Park Avenue to Boyd Lane	0.4
Richmond	Kingstown Road	Riverhead Building Supply to I-95	0.4
Richmond	Main Street	I-95 to Rt. 3/Nooseneck Hill Road	0.6
Richmond	Kingstown Road	Richmond Elementary School to Riverhead Building Supply	1.4
Richmond	Church Street	Westerly Town Line to Switch Road	1.5
Richmond	Switch Road	Rt 91/Alton Road to Woodville Road	1.6
Richmond/S. Kingstown	Old Esquapaug Road (E-W Run)	RI 138 to Glen Rock Road	0.1
S. Kingstown	Main Street/Post Road	RI 108 to US 1	2.0
S. Kingstown	Post Road	US-1 to Old Post Road	0.7
S. Kingstown	Old Post Road	Post Road to Main Street	0.4
S. Kingstown	Post Road & Main Street	Old Post Road to High Street	0.1
S. Kingstown	Main Street	High Street to Rt. 108/Kingstown Road	0.1
S. Kingstown	Kingstown Road	Narragansett Town Line to North Road	1.4
S. Kingstown	Kingstown Road	Kersey Road to North Road (Through Peacedale)	0.4
S. Kingstown	Kingstown Road	Dam Street. to Rt 138/Mooresfield Road	1.9
S. Kingstown	Ministerial Road	US-1 to Tuckertown Road	2.2
Tiverton	Main Road	Highland Road to Highland Road	1.5
Tiverton	Main Road	East Road to Anthony Way	1.7
Tiverton	Nannaquacket Road	Main Road/Rt. 77 to Main Road/Rt. 77	1.7
Tiverton	East Road	Rt 77/Main Road to Streetone Church Road	1.6
Tiverton	Streetone Church Road	East Road to Sylvia Road	0.5
Tiverton	Old Streetafford Road	Streetafford Road to Streetafford Road	0.4
Tiverton	Riverside Dr	Rt 77/Main Road to Sakonnet River Bridge	0.4
Tiverton	Canning Blvd	Streetafford Road Roundabout to Mass Streetate Line	0.2
Tiverton	Fish Road	Beth Road to Mass Streetate Line	1.2
Tiverton	Main Road	Mass Streetate Line to John Street.	2.3
Warwick	Main Avenue	Buttonwoods Avenue to RI 117	0.4

Total 93.8

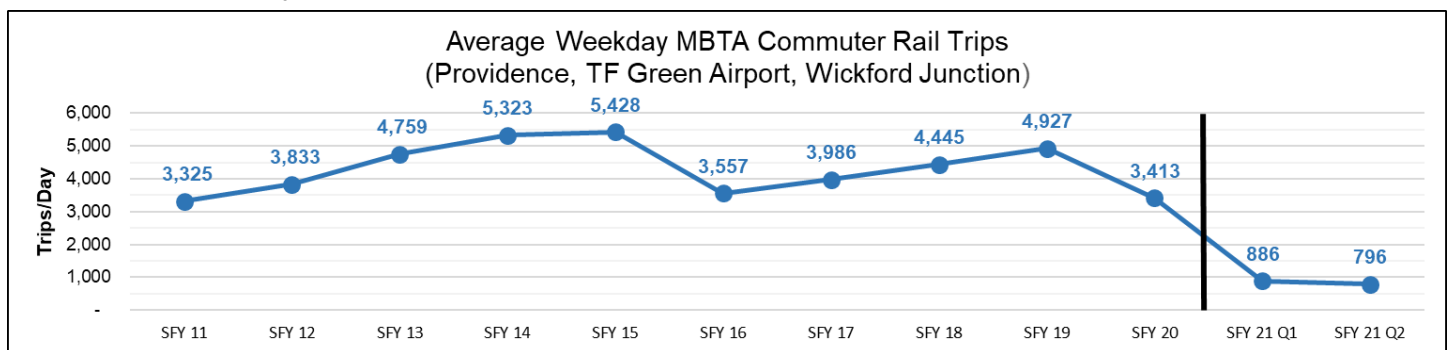
The Transit Operations Program consists of the various operational activities necessary for ongoing commuter rail and the seasonal ferry service. RIDOT operating expenses include Amtrak's Northeast Corridor access fee, liability insurance, MBTA operations, station operations, and marketing. Commuter rail operating expenses are funded with federal Congestion Mitigation and Air Quality (CMAQ) funds. Current MBTA operations are funded with Federal Transit Administration (FTA) State of Good Repair funds for capital improvements along the MBTA's Providence line in exchange for service.



Commuter rail ridership in Rhode Island declined slightly this quarter as Rhode Island saw a second surge in COVID-19 cases and a "pause" in its reopening plans. Ridership remains substantially below pre-pandemic levels, with an approximately 82 percent decline at Providence Station and 88-89 percent decline at TF Green and Wickford Junction. These declines are consistent with those being experienced across the MBTA Commuter Rail system.

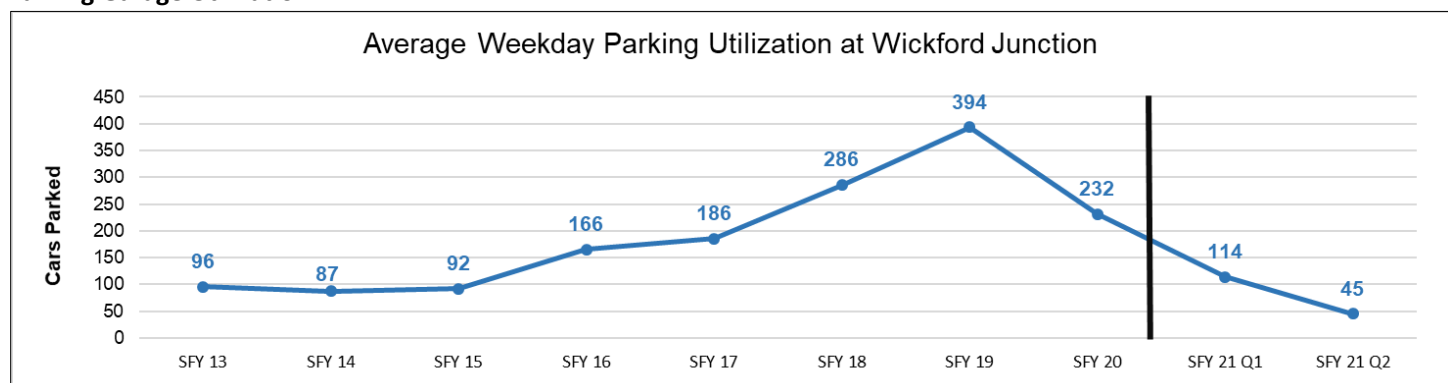
Commuter use of the Wickford Junction parking garage also declined this quarter as MBTA ridership declined slightly and URI moved to online classes. As part of RIDOT's continued support of RIDOH's efforts during the pandemic, the upper floors of the parking facility are being used as a drive-thru COVID-19 testing site. Approximately 400-500 vehicles drive through the garage daily for COVID-19 tests.

Commuter Rail Ridership



Definition: Quarterly weekday ridership counts and estimates of MBTA trips at the Providence, T.F. Green Airport, and Wickford Junction commuter rail stations (counts include both boardings and alightings)

Parking Garage Utilization



Definition: Average daily (weekday only) counts of the number of cars parked at the Wickford Junction garage

Ridership and Garage Utilization Data Sources: MBTA Blue Book, MBTA operator estimates, RIDOT quarterly counts, RIDOT partial counts, observations (SFY20 Q4), and Wickford Junction operator transactions.

Safety

In 2020, the fatalities on Rhode Island roadways was markedly higher than 2019. The total of fatalities prior to the COVID-19 pandemic outbreak (January-March 2020) alone tracked similar to the historical five-year average. During the pandemic, the number of fatalities rose above the five-year average. Similar increases were observed nationwide during 2020. The department is in the process of evaluating crash data to help determine what specifically may have caused this increase and how to best mitigate safety risks on our roads.

In the first quarter, the National Highway Traffic Safety Administration (NHTSA) reported that Rhode Island was the first state in the Northeast to successfully complete reporting requirements for the previous federal fiscal year. By the end of December, RIDOT had submitted its annual report, detailing the agency's highway safety efforts and data trends.

In October, AAA Northeast hosted a virtual media event to highlight ongoing roadway challenges and the increased coordination of preventative efforts and programs. Director Alviti, an invited speaker, offered comments regarding RIDOT's traffic safety efforts throughout the pandemic. The virtual awareness event encouraged all drivers on State roadways to use caution and to make sure their influence on driving safely was shared with their families, friends, and co-workers. The Director placed extra emphasis on the need for a collaborative effort, that embraces highway safety as everyone's business and responsibility.

An in-person media conference was held the end of October. Concerns highlighted included the increased rate of fatal crashes, the need and law that requires the use of seatbelts, abide by set speed limits, and to never drive while distracted or impaired. Notably, during FFY 2020, nearly twenty pedestrians lost their lives on Rhode Island roadways. This event placed extra emphasis on highlighting precautions that pedestrians can employ to keep themselves safe.

Although the pandemic poses challenges to promoting school and business programs in the field, OHS has increased its social media presence by collaborating with active and dedicated community and State advocates. We also created a new media project with the assistance of the Rhode Island State Police using signage that lists various components of impaired driving which could have prevented a fatal crash.

The Department remains committed to traffic safety and will continue to embrace nationwide best practices with a goal of achieving zero fatalities on State roadways through data-driven efforts.

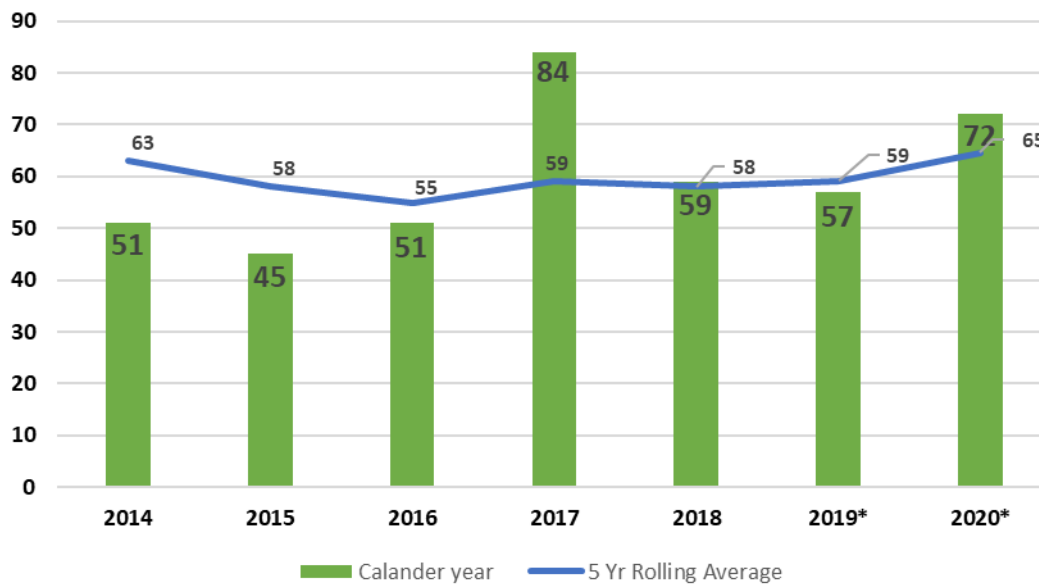
FARS FATALITIES BY PERSON TYPE 2013-2020

PERSON TYPE	2013	2014	2015	2016	2017	2018	2019	2020* (prelim.)
Motor Vehicle Occupants	37	25	28	31	50	30	36	38
Motorcyclists	11	10	9	4	11	18	13	13
Pedestrians	14	14	8	14	21	7	8	19
Bicyclists	3	0	0	2	2	1	0	2
ATV	0	1	0	0	0	2	0	0
Person on Personal Conveyance	0	1	0	0	0	1	0	0
Unknown Person Type	0	0	0	0	0	0	0	0
TOTAL	65	51	45	51	84	59	57	72

Note: Per Federal Rule, fatality data remains in "preliminary" status for 12 months following the close of calendar year.



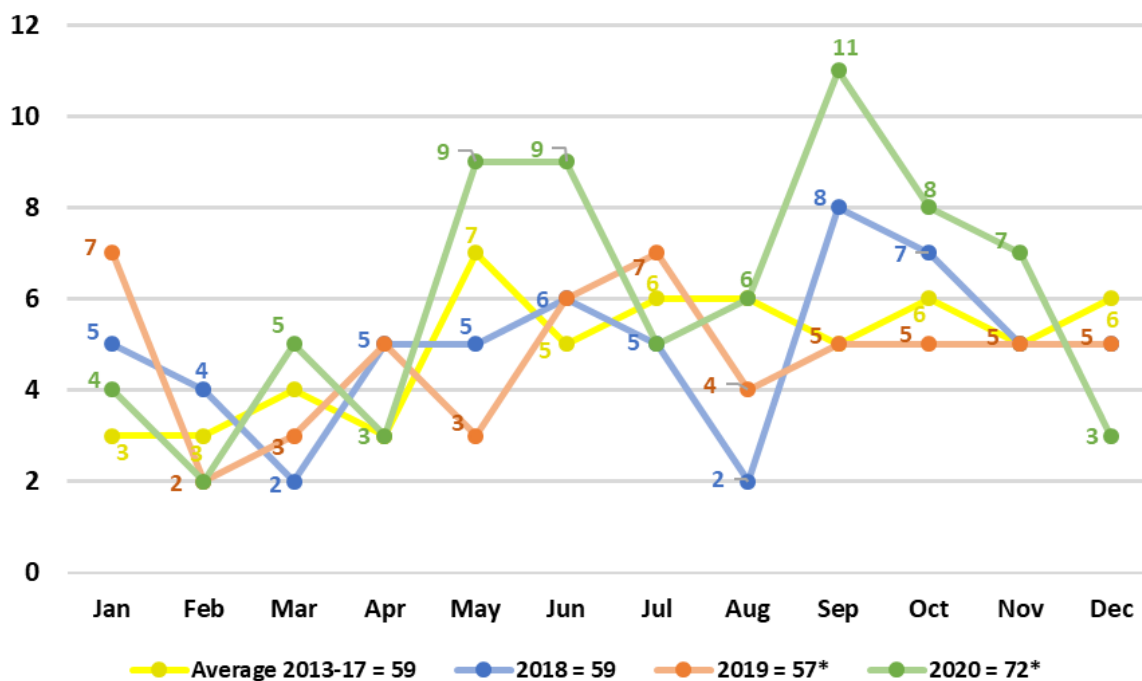
Traffic Fatalities by Year



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.



Traffic Fatalities by Month



*Per federal rule, fatality data remains in preliminary status for 12 months following the close of calendar year.



Maintenance and Operations

The RIDOT Maintenance Division district facilities and specialized crews continued their daily operations of road patching, drainage structure cleaning and repairs, road sweeping, pavement marking striping, grass mowing, tree trimming and removal, litter cleanup, sign installations and repairs, traffic signal maintenance, and bridge maintenance (joint repairs, bridge washing, vegetation removal, etc.) along the State roadways. During the first quarter of FFY 2021, RIDOT swept 263 curb miles of roadway, mowed 500 miles of grass (mower passes), repaired 64 drainage structures, cleaned 1,539 drainage structures, installed 1,455 signs (this includes replacement signs and new signs requested), and performed various types of striping including white edge line, yellow center line, stop bars, yield markings, crosswalks, and parking spaces.

The RIDOT Maintenance Division continues to upgrade its Facilities' aging equipment and to add equipment as the maintenance workforce expands. Using new equipment improves the division's efficiency and allows for the State highway and bridge infrastructure to be maintained in better condition. During the first quarter of FFY 2021, RIDOT received one snowplow truck, one platform truck, one electric forklift and five bucket trucks.



Facility improvement projects continued during the first quarter. LED Lighting upgrades to the Glocester and Smithfield Maintenance District Facilities and the Wickford Junction Train Station were completed (\$39,000 combined projected annual energy savings). The Middletown Maintenance Facility improvements project is still on hold due to funding impacts from the COVID-19 pandemic. Additional heating system upgrade, lighting system upgrade and other building and lot improvements projects this fiscal year dependent on available funding

During the first quarter, the RIDOT Maintenance Division issued 34 Physical Alteration Permits (PAPs) for residential and commercial construction impacting the State Highway Right-of-Way (ROW) and issued 193 utility permits for utility construction impacting the State Highway ROW. In October, e-permitting for Single-Family Residential PAPs went live. RIDOT anticipates going-live with e-permitting for Commercial and Multi-Unit Residential PAPs in the upcoming quarter. Through the end of the first quarter, six Single-Family Residential PAPs have been issued through the e-permitting system. The e-permitting initiative has been a joint effort between RIDOT, the State's Division of Information Technology (DoIT) and OpenGov (vendor).

The end of the first quarter started the 2021 Winter Season. There were two storm events and RIDOT's heavy plow truck fleet was over 90 percent operational. RIDOT's salt stockpiles were fully stocked prior to the first snowfall and will be kept adequately stocked throughout the winter. RIDOT is in the process of implementing a storm manager app for plow vendors that tracks time/location and generates invoicing for payment. This software will eliminate an antiquated paper invoicing system, which will modernize storm response management and help expedite vendor payment.

FY2021 Winter Operations Summary

Storm Date	Storm Hours	Snowfall (Inches)	Salt (Tons)	Number of RIDOT Heavy Plow Trucks in Fleet	Number of RIDOT Heavy Plow Trucks Snow Ready	Percent (%) RIDOT Heavy Plow Trucks Snow Ready
12/5/2020	20	1.5	5,098	160	149	93%
12/16/2020	48	11.0	16,251	160	153	96%
Totals	68	12.5	21,349			



In 2015, under new administration, RIDOT performed a review of all agency “legacy issues” and identified stormwater as an area requiring significant attention and prioritization.

Background: In 2011, the US Environmental Protection Agency (EPA) audited RIDOT for compliance with stormwater pollution controls under the Clean Water Act, which in Rhode Island is administered by the Department of Environmental Management (DEM). In May 2014, the US Department of Justice (DOJ) notified RIDOT that the EPA had requested that DOJ bring a federal court action against RIDOT for violations of conditions and limitations of its stormwater permit. The

violations focused on lack of actions related to the control of pollutants discharged to impaired water bodies, illicit discharge program development (IDDE) and screening, and good housekeeping measures such as inspection/cleaning of catch basins and street sweeping. DOJ offered RIDOT the opportunity to discuss a resolution without the need for formal litigation through execution of a consent decree. When the new RIDOT management team arrived in February of 2015, it completed negotiations of the consent decree, which became effective in December 2015. In response to the EPA audit, DOJ negotiations, and the consent decree, RIDOT created an Office of Stormwater Management (OSM) and a \$112 million ten-year Stormwater Compliance Implementation Plan.

Update: During the first quarter of FFY 2021, the Environmental Division continued it’s efforts to comply with the consent decree, assist in the environmental permitting and compliance on all RIDOT projects, and to work on meeting all MS4 obligations. The Division completed numerous project design reviews, continued it’s work on the development of a permit tracking program and database, reviewed all State land sale proposals and physical alteration permits and performed numerous construction/final inspections throughout the quarter.

Q1 Highlights:

- Submitted the 2020 Stormwater Control Plans for the Lower West Passage, Blackstone River and the Ten Mile River watersheds.
- Performed final inspections on stormwater improvement projects in Johnston, Smithfield and Warwick bringing seven new “priority 1” stormwater treatment units on-line.
- Completed several drainage issue repair projects across the State.
- Completed one catch basin repair contract in the Scarborough Beach area and contracted two more projects in that area for the spring.
- Continued coordination and close out of potential IDDE issues in Scarborough area.
- The CCTV camera was used to help Maintenance on numerous drainage issues Statewide and this equipment is proving to be invaluable in assessing issues and IDDE complaints Statewide.
- The Culvert Assessment and Design Handbook kick-off meeting was held in December and the three Waste Management permit closure contracts have completed their data collection phases.
- Environmental Division staff have and will continue to assist in the re-writing of the “Blue Book”
- Prepared and Submitted the RI General Assembly Annual Report on December 15, 2020.

Projects

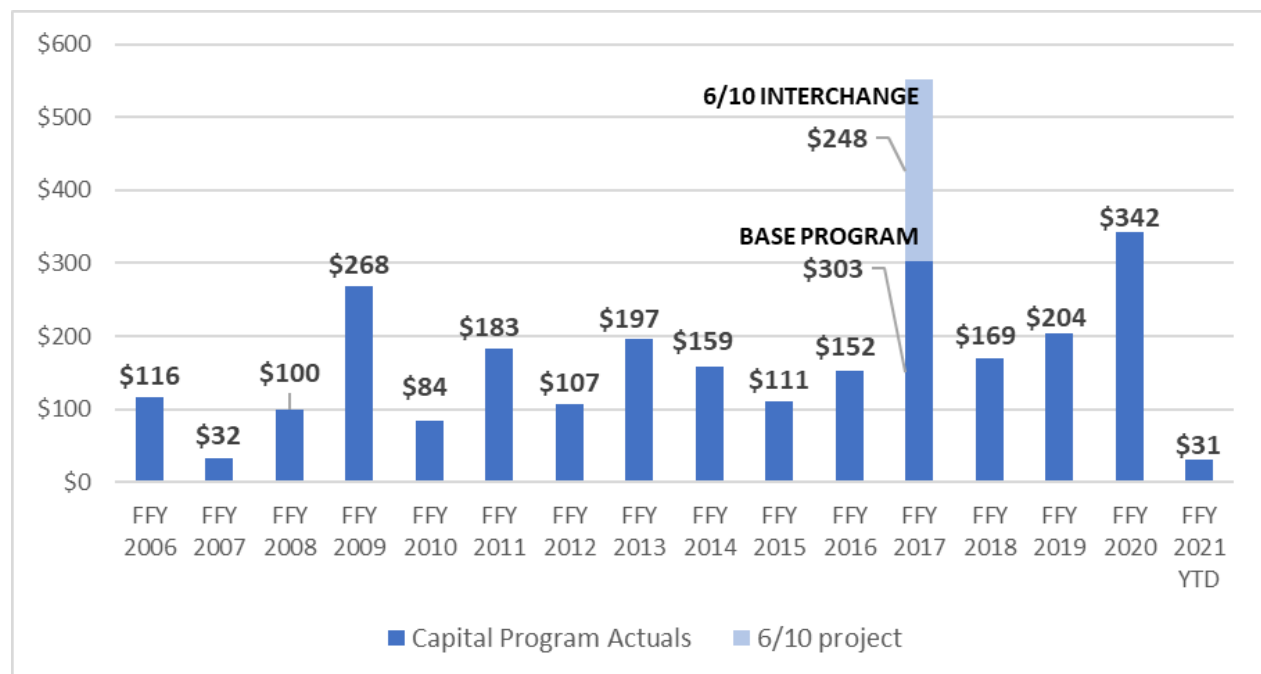
Project Performance

RIDOT is currently tracking 34 capital projects in active construction as of the end of the first quarter of FFY 2021. Projects progress through RIDOT's project delivery process as follows: first, the project is included in the capital plan; then it goes through a design phase, followed by an advertisement for construction; construction and substantial completion. Three active construction projects from the FFY 2017 class are currently late and one project is over-budget. One active construction projects from the FFY 2018 class is over-budget. For FFY 2019, one project is both late and over-budget.

On-Time and On-Budget Project Performance by Class

	On Budget % (by Value)	On Time % (by Value)	Contract Value of projects in construction	On Budget % (by Projects)	On Time % (by Projects)	# of Projects in Construction
FFY17	94%	80%	\$ 361.0	80%	40%	5
FFY18	65%	100%	\$ 42.5	75%	100%	4
FFY19	91%	91%	\$ 166.9	93%	93%	14
FFY20	100%	100%	\$ 311.8	100%	100%	11

Capital Program Construction



This chart reflects projects that have been given Notice to Proceed

FFY 2020 and FFY 2021 Capital Program

PTS ID	Project	Actual/Projected Advertised Date	Engineer's Estimate at Bid Opening (in millions)	Low Bid (in millions)	Value Change (in millions)
FFY20					
0018B	Bridge Group 75T-5 - I-95 Viaduct NB	Oct-19	\$ 216.31	\$ 212.00	\$ (4.31)
0079P	Danielson Pike (Rt 102 - West Greenville Rd)	Oct-19	\$ 5.28	\$ 4.84	\$ (0.44)
0173C	Rt 115 Main St. (Rt 116 to Jackson Flat Rd.)	Nov-19	\$ 1.63	\$ 1.53	\$ (0.10)
0082D	I-95 (Charles St - Lonsdale Ave)	Nov-19	\$ 5.13	\$ 4.49	\$ (0.64)
0145C	Bridge Group 53 - Union Village RR	Dec-19	\$ 3.00	\$ 3.43	\$ 0.43
0078V	ADA Improvements to Greene Lane	Jan-20	\$ 1.90	\$ 1.46	\$ (0.45)
0017B	Bridge Group 49 - Henderson	Feb-20	\$ 87.32	\$ 65.96	\$ (21.36)
2601A	Bridge Group 43A - Mohegan	Feb-20	\$ 8.99	\$ 6.04	\$ (2.95)
2601Y	HSIP - Roadway Departure Mitigation - 2020	Feb-20	\$ 2.78	\$ 2.29	\$ (0.49)
0013R	Bridge Group 10 - I-295	Mar-20	\$ 12.26	\$ 12.19	\$ (0.07)
0079B	Rt 5 - Lambert Lind Hwy C-1 (Mayfield Ave - I-95)	Mar-20	\$ 13.95	\$ 13.47	\$ (0.48)
2603B	2020 Crack Sealing Limited Access C-1	Mar-20	\$ 1.65	\$ 1.07	\$ (0.58)
2602Z	2020 Paver Placed Elastomeric Surface Treatment C-1	Mar-20	\$ 1.98	\$ 1.61	\$ (0.36)
2603A	2020 Rubberized Asphalt Chip Seal C-1	Mar-20	\$ 1.30	\$ 1.32	\$ 0.02
0070I	HSIP - Signalization of Allens Ave. C-5	Apr-20	\$ 3.01	\$ 3.08	\$ 0.08
2603P	HSIP - Crosswalk & Signal Improvements 2020	May-20	\$ 1.56	\$ 1.39	\$ (0.17)
0091P	HSIP - Crosswalk & Sign Enhancements	Jun-20	\$ 1.32	\$ 1.46	\$ 0.14
0172N	Rt 1A, old Post Rd Charlestown	Jul-20	\$ 1.19	\$ 0.87	\$ (0.33)
2602M	STC Improvements 2020	Jul-20	\$ 1.34	\$ 0.97	\$ (0.37)
0153K	HSIP - Intersection Safety Improvements - 2020	Aug-20	\$ 1.19	\$ 0.93	\$ (0.25)
2602L	STC - I-295 SB at Bald Hill Rd	Sep-20	\$ 1.51	\$ 1.27	\$ (0.24)
			\$ 374.59	\$ 341.68	\$ (32.91)
FFY21					
2604G	HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave	Oct-20	\$ 2.81	\$ 2.02	\$ (0.79)
2603F	Bridge Group 32 - I-95	Nov-20	\$ 31.33	\$ 28.90	\$ (2.43)
0050B	Pell Bridge Ramps - Phase 2	Nov-20			
2604D	I-95 SB High Speed Lane Resurfacing (ARD)	Dec-20			
0014N	Bridge Group 59C - Reconstruction of Reservoir Ave. RR Bridge	Dec-20			
0091U	HSIP - Intersection Safety - Route 6 & 7	Dec-20			
2601W	Rt 1 - Post Rd (NKS) - Drainage	Jan-21			
0201L	Bridge Group 57J - Browning Mill	Jan-21			
2603S	HSIP - Roadway Departure Mitigation - 2021	Feb-21			
0162D	SRTS - C-4 (wrn)	Feb-21			
2603N	Route 146 Reconstruction	Feb-21			
0083R	Birch Swamp & Schoolhouse Rd (Market St - Long Ln)	Mar-21			
2604A	2021 PPEST C-1	Mar-21			
2604B	2021 RAC C-1	Mar-21			
2604C	2021 Crack Sealing North, South, Central Regions C-1	Mar-21			
0013D	Bridge Group 51B - Rt 37 C-3	Mar-21			
2603T	HSIP - Intersection & Crosswalks Central-South - 2021	Jul-21			
0139D	Bridge Group 54B - Rt 138 Kingston Station RR	Aug-21			
0032B	Bridge Group 69E - Hunts Mills	Aug-21			
2602X	Bridge Group 45C_H - Cottrell	Sep-21			
2603M	Bridge Group 04_R - Huntington	Sep-21			
			\$ 34.14	\$ 30.92	\$ (3.22)

Construction Program Update:

Added to FFY 2021:

2604D - I-95 SB High Speed Lane Resurfacing (ARD)
2604G - HSIP-Intersection Safety Improvements - Rte 37 & Natick Ave
0014N - Bridge Group 59C – Reconstruction of Reservoir Ave. RR Bridge
0201L - Bridge Group 57J - Browning Mill
2602X - Bridge Group 45C_H – Cotrell
0139D - Bridge Group 54B - Rt 138 Kingston Station RR
0032B - Bridge Group 69E - Hunts Mills

Removed from FFY 2021:

0188A - Barrington & Warren Bike Path Bridges – re-evaluating project scope due to budget constraints
0025Z – Intersection Safety Improvements 2019 C-2 – coordination efforts with City are on-going

Removed from FFY 2020:

2602U - Bridge Group 57T-10 - I-195 Washington North Ph. 2 – re-evaluating project scope

Shifted to FFY 2021:

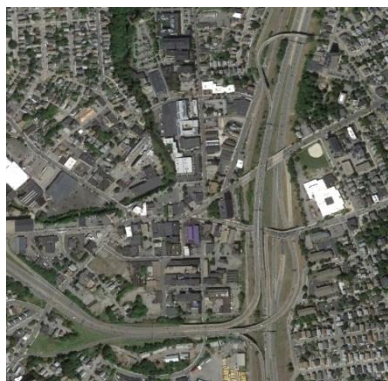
0091U – HSIP – Intersection Safety – Route 6 & 7

Shifted to FFY 2022:

0048I – Bridge Group 95 – Rt. I-95/4 Interchange – awaiting grant opportunity to determine if this project will move forward

NOTE: This quarter Notice to Proceed milestones were impacted by COVID-19. The Department continues to expect increased impacts on schedules from COVID-19 moving forward as a result of delayed bid openings.

The Route 6/10 Interchange



This project involves the replacement of nine bridge structures that comprise the 6/10 Interchange. Seven of the nine structures are structurally deficient. The project also involves construction of the “missing move” to allow Route 10 north traffic to access Route 6 west without traveling through Olneyville. In addition to state of good repair efforts, the project will include 1.4 miles of bike paths and make approximately an acre and a half of real estate suitable for development.

Update: During the first quarter of FFY 2021, RIDOT and the 6/10 Constructors Joint Venture continued engineering work and coordination with affected utilities and AMTRAK. Construction on eight of the nine new bridges within the project continued.

All steel beams for the “missing move” flyover bridge connecting Route 10 Northbound to Route 6 Westbound were installed allowing a portion of the Huntington Viaduct below it to be completed to move traffic onto the new bridge connection between Route 6 Eastbound and Route 10 Northbound. The first phase of the new Westminster Bridge was completed which allowed traffic to be removed off the old structurally deficient structures onto the new structure. This traffic shift allows the remaining portion of the old bridge to be demolished and the new bridge to be completed. RIDOT continues to coordinate with the City of Providence.

Multi-Hub Project



The Multi-Hub Project will locate RIPTA bus hub activities to new facilities adjacent to the Providence Station, Kennedy Plaza, and Garrahy Courthouse in an effort to develop a downtown bus operations plan linking proposed transit centers with major employment and activity centers. RIDOT is working on this project with RIPTA, the City of Providence, and the Governor’s Office.

Update: RIDOT recently selected a design consultant to perform the design work for the Multi-Hub Project and we are continuing coordination with stakeholders.

Preliminary design and survey work have begun.

FHWA Ferry Boat Program



RIDOT oversees the Federal Highway Administration’s Ferry Boat Program. The program is formula-based and is to be used for the construction of ferry boats and ferry terminal facilities. Funds are made available for eligible projects through the State using the data contained in the Bureau of Transportation Statistics National Census of Ferry Operations database. Each operator utilizes a publicly owned terminal facility.

Update: RIDOT continues to work with the three awarded ferry operators on eligible projects. Conanicut Marine Services awarded the construction on their project for ADA-accessibility improvements to the docking facilities in the Town of Jamestown. The project has been completed. Additionally, the Town of Bristol completed the construction on their dock improvement project.

Special Projects

The Route 37 and I-295 Interchange Safety Improvements Project - Cranston



The Route 37 and I-295 interchange improvements will address the safety, congestion, and weaving concerns in the interchange area and along I-295 North up to Route 6. Five of the six bridge structures will be replaced while the other is rehabilitated. A seventh new bridge structure will be added to eliminate the current on-ramp traffic merge into high speed traffic. The area along I-295 North from Route 37 to Route 6, commonly referred to as the “Cranston Canyon”, will have a third lane added to aid in the heavy congestion and on-ramp merges through the area. Rebuilding the interchange and eliminating weaves would greatly reduce traffic congestion and significantly improve safety.

Update: During this past quarter, RIDOT's design consultant is finalizing the RFP documents to incorporate review comments. RIDOT also drafted and submitted the Grant Agreement to FHWA for review. For next quarter, the project RFP is anticipated to be advertised and RIDOT will address any FHWA comments on the Draft Grant Agreement.

Bridge Toll Facilities



A key component of the RhodeWorks infrastructure improvement plan is to assess user fees on tractor trailers to fund the reconstruction of structurally deficient bridges. This will be done by erecting All Electronic Tolling (AET) equipment at these bridge locations. The toll will be set at a level to generate enough revenue to pay for the amount of the bridge reconstruction cost proportionate to the amount of damage tractor trailers have caused.

Update: During the first quarter of FFY 2021, RIDOT continued collecting tolls at eleven locations throughout the state. Revenues from those locations have been consistent and on-target with projections.

Route 4 and Interstate 95 Interchange



This project involves the completion of the interchange which connects Interstate 95 with Route 4. Currently, I-95 Southbound is connected to Route 4 Southbound and Route 4 Northbound is connected to I-95 Northbound. Traffic wishing to access Route 4 Southbound from I-95 Northbound or traffic wishing to access I-95 Southbound from Route 4 Northbound needs to use local roads. This additional traffic adds to congestion along Division Street and Route 2 and longer travel times for both freeway and local traffic.

Update: During the first quarter of FFY 2021, RIDOT expanded the scope of this project to include constructing three interchange ramps connecting Route 403 to local streets in North Kingstown. This project will now include the completion of the Route 403 interchange at West Davisville Road by adding an entrance ramp from West Davisville Road to Route 403 Eastbound and an exit ramp from Route 403 Westbound to West Davisville Road. Also an entrance ramp from Post Road Southbound to Route 403 Westbound will be added to provide a direct connection between these two roadways. The addition of these interchange ramps will reduce traffic on Devils Foot Road between West Davisville Road and Post Road and eliminate the need for Post Road Southbound motorists to access Route 403 Westbound via Gate Road.

Pawtucket/Central Falls Train Station



In 2007, the City of Pawtucket completed a feasibility study on the restoration of commuter rail service in Pawtucket, with recommendations on station locations.

Update: RIDOT and the Design/Build team for the Pawtucket/Central Falls Train Station continued moving forward on the design and construction of the project. The 100-percent design plan set was submitted and commented on. Construction updates are posted monthly to the project website. Permitting and utility coordination continue. In addition, RIDOT and Amtrak leasing arrangement was finalized.

At-Grade Railroad Crossing Program

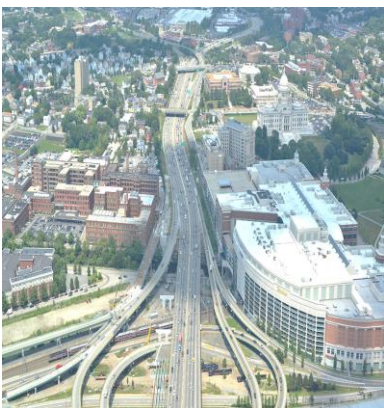


The department oversees the Federal Highway Administration's Highway-Rail Grade Crossing Program. This program addresses and implements safety improvements at highway-railroad grade crossings and aims to reduce the number of incidents/crashes. Eligible crossing work includes, but is not limited to signings, pavement markings, active warning devices, crossing surface improvements, grade separation, and crossing closures.

Update: RIDOT is finalized the plans and maintenance agreements for signing and striping upgrades at several crossings statewide to bring them up to the Federal Railroad Administration's current standards. It is anticipated that the project will begin construction next quarter. The Quonset Development Corporation has awarded seven grade crossing construction projects within Quonset. Work began in September and is scheduled to complete all crossings in late winter/early spring.

RIDOT is working on project development with Providence and Worcester Railroad to upgrade two at grade crossings, advertising of this project is anticipated for spring 2021.

The Route 95 North Bound Viaduct Project - Providence

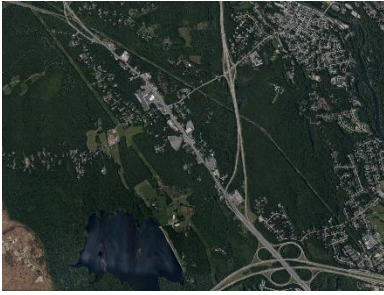


Interstate 95 North through the Providence Viaduct is the most congested highway in Rhode Island. This proposed project includes the replacement of the Northbound I-95 Providence Viaduct. Rebuilding the interchange and eliminating weaves will greatly reduce traffic congestion and significantly improve safety. Three of the six bridges in the interchange that will be replaced are structurally deficient, with five additional structures being rehabilitated.

Update: During this past quarter, preliminary design and permitting efforts were advanced and a virtual town hall meeting was held that provided details on the scope of work and anticipated impacts associated with this project. Construction activities, including the demolition of the vacant I-95 southbound bridge structure and rehabilitation work on the Park Street Bridge over the Woonasquatucket River are expected to commence towards the end of the next quarter, with construction of the Atwells Avenue on-ramp and Smith Street bridges scheduled to start this summer.

Special Projects

Route 146 Reconstruction Project



This project has several major components, one of the largest of which is the construction of an overpass at the intersection of Rt. 146 at Sayles Hill Road. Presently, Rt. 146 is entirely access controlled except for a short stretch at Sayles Hill Road, where there is a major signalized intersection. The traffic signal introduces excessive delays during the morning and afternoon peak hours, and the new overpass will improve congestion on Rt. 146 while still maintaining access to Sayles Hill Road and local businesses through collector-distributor “CD” type roads. Other project components include but are not limited to bridge rehabilitation, bridge replacement, improving the weave area at the Rt. 99/Rt. 146 and I-295 south exit, redesigning the Rt. 146/146A interchange to a diverging diamond interchange (DDI), installation of wrong way driving detection at select ramps, implementing bus-on-shoulder signs and pavement markings from Mineral Spring Avenue to I-95, installation of high friction surface treatment at select ramps, enhance the weigh station on Rt. 146 south by adding weigh-in-motion (WIM) technology, extending RIDOT’s fiber optic network for intelligent transportation systems/traffic monitoring from I-295 to the MA State line, and pavement resurfacing from I-295 to the MA State line.

Update: During the first quarter of FFY 2021, RIDOT has continued preliminary design work for the project and anticipates being able to start construction by spring 2022.

Pell Bridge Ramps Phase 2



The reconstruction of the Newport Pell Bridge Approaches (Pell Bridge Ramps Phase 2) was started to address the need to make travel into Newport easy and safe and to provide an efficient ramp system with a smaller footprint. The project will reconstruct the Pell Bridge approach ramps to improve traffic circulation, reduce queuing on the Pell Bridge and reconnect neighborhoods which are currently segmented by the current highway infrastructure. With the realignment of the approach roads and removal of excess transportation infrastructure, the project will also spur economic development as it frees up parcels of land for new development opportunities.

Update: During this past quarter, the Department held a virtual town hall meeting with over 100 participants to update the community on the project design and construction schedule. Plans, specifications, and estimates (PS&E) plans were finalized and the project was advanced to the advertising phase to procure a contractor for the project.

Providence-Newport Ferry Service



Recognizing the value of Narragansett Bay as both a natural and transportation asset, RIDOT implemented ferry services in 2016 following deliberations of a transit working group charged with developing options to increase Rhode Island’s transit usage. While exploring many possible designations and landing sites, in an effort to test the market for ferry service, the group recommended a start-up service for the 2016 summer season (July through September) connecting Providence and Newport. RIDOT worked with the Cities of Providence and Newport on landing sites, and closely coordinated its efforts with the Rhode Island Department of Environmental Management (DEM), the Coastal Resources Management Council (CRMC), and the Rhode Island Public Utilities Commission (DPUC).

Update: Despite the COVID-19 pandemic, RIDOT supported a successful 2020 ferry season, and is currently planning for the 2021 season.

Financials

Expenditures

Actual operating expenditures totaled \$145 million in SFY20, \$37 million in Q2 SFY21, and \$66 million YTD for SFY21.

Operating Expenditures Details (Actuals)

(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21 YTD
<u>Administrative</u>				
In-house Labor	\$ 25,525	\$ 6,878	\$ 6,709	\$ 13,587
Overhead Recovery	\$ (21,710)	\$ (5,965)	\$ (5,473)	\$ (11,438)
Consultant Contracts	\$ 1,523	\$ 600	\$ 1,782	\$ 2,382
Miscellaneous (Admin)	\$ 2,372	\$ 552	\$ 1,013	\$ 1,565
Pass Throughs	\$ 124	\$ 22	\$ -	\$ 22
Total Administrative	\$ 7,834	\$ 2,087	\$ 4,031	\$ 6,118
<u>Highway Maintenance**</u>				
In-house Labor	\$ 33,267	\$ 8,877	\$ 9,048	\$ 17,925
Overhead Costs	\$ 2,565	\$ 544	\$ 613	\$ 1,157
Consultant Contracts	\$ 23,616	\$ 4,026	\$ 7,017	\$ 11,043
Construction Contracts	\$ 2,611	\$ 43	\$ 1,274	\$ 1,317
Miscellaneous (Highway Maint.)	\$ 16,618	\$ 3,713	\$ 2,564	\$ 6,277
Pass Throughs	\$ 508	\$ 14	\$ 594	\$ 608
Total Highway Maintenance	\$ 79,185	\$ 17,217	\$ 21,110	\$ 38,327
<u>Safety</u>				
In-house Labor	\$ 599	\$ 123	\$ 126	\$ 249
Overhead Costs	\$ 385	\$ 121	\$ 85	\$ 206
Consultant Contracts	\$ 2,798	\$ 720	\$ 1,324	\$ 2,044
Miscellaneous (Safety)	\$ 120	\$ 27	\$ 35	\$ 62
Pass Throughs	\$ 2,851	\$ 671	\$ 1,791	\$ 2,462
Total Safety	\$ 6,753	\$ 1,662	\$ 3,361	\$ 5,023
<u>Transit Operations</u>				
Transit Operations	\$ 23,610	\$ 6,602	\$ 6,453	\$ 13,055
Total Transit Operations	\$ 23,610	\$ 6,602	\$ 6,453	\$ 13,055
<u>Winter Operations</u>				
In-house Labor	\$ 1,891	\$ -	\$ 656	\$ 656
Miscellaneous (Winter)	\$ 9,995	\$ 53	\$ 377	\$ 430
Total Winter Operations	\$ 11,886	\$ 53	\$ 1,033	\$ 1,086
<u>Emergency Repair Projects***</u>				
In-house Labor	\$ 1,076	\$ 211	\$ 157	\$ 368
Overhead Costs	\$ -	\$ -	\$ -	\$ -
Consultant Contracts	\$ 963	\$ 115	\$ 129	\$ 244
Construction Contracts	\$ 12,242	\$ 1,263	\$ 548	\$ 1,811
Miscellaneous (Emergency)	\$ 1,424	\$ 130	\$ 65	\$ 195
Pass Throughs	\$ 3	\$ 4	\$ -	\$ 4
Total Emergency Repair Project	\$ 15,708	\$ 1,723	\$ 899	\$ 2,622
Total Operating Expenditures	\$ 144,976	\$ 29,344	\$ 36,887	\$ 66,231

*Expenditures derived from RIDOT's Oracle Financial Management System

**Includes bridge inspection, striping, crack sealing and chip sealing

***Expenditures directly related to emergency projects were not tracked separately until the 3rd Qtr of SFY16. Prior to that the expenditures for emergency projects were reported within the capital projects section. Based on new coding criteria for immediate need projects beginning during 1st Qtr of SFY 20, funding now reflects accurate expenditures.

****Administrative expenses were down during 3rd Qtr of SFY20 due to the processing of the annual ICR adjustment.

*****The increase in administrative consultant costs during 2nd Qtr of SFY21 marks the beginning of the court proceedings of the tolling lawsuit.

Actual capital expenditures totaled \$481 million in SFY20, \$129 million in Q2 SFY21, and \$268 million YTD for SFY21.

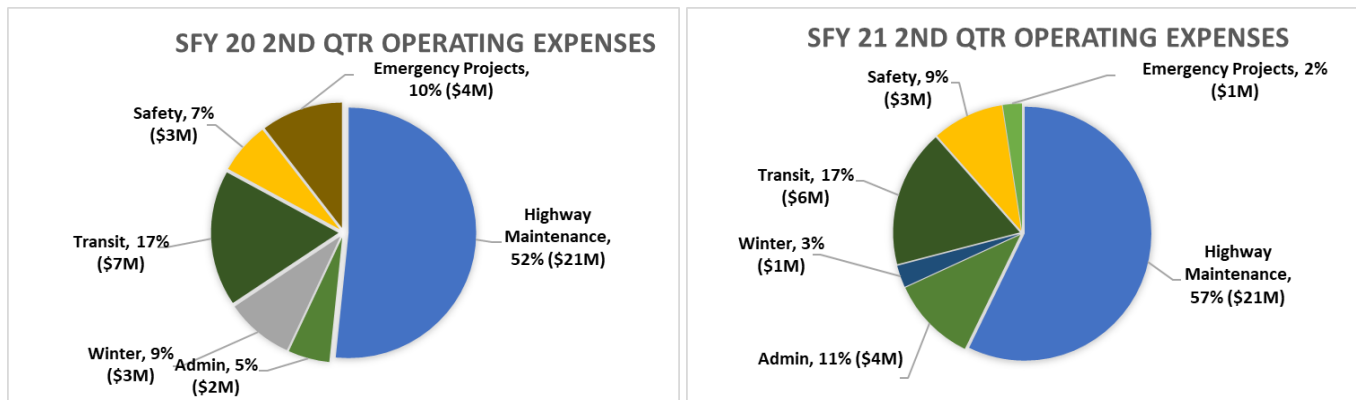
Capital Expenditures Detail (Actuals)

(In Thousands)	SFY20	SFY21Q1	SFY21Q2	SFY21 YTD
<u>Debt</u>				
Debt	\$ 65,854	\$ 2,135	\$ 15,963	\$ 18,098
Total Debt Service	\$ 65,854	\$ 2,135	\$ 15,963	\$ 18,098
<u>Planning</u>				
In House Labor	\$ 3,781	\$ 865	\$ 1,107	\$ 1,972
Overhead Recovery	\$ 2,163	\$ 507	\$ 573	\$ 1,080
Consultant Contracts	\$ 1,120	\$ 200	\$ 308	\$ 508
Miscellaneous (Planning)	\$ 728	\$ 339	\$ 251	\$ 590
Total Planning	\$ 7,792	\$ 1,911	\$ 2,239	\$ 4,150
<u>Capital Projects</u>				
In House Labor	\$ 28,696	\$ 8,200	\$ 7,693	\$ 15,893
Overhead Recovery	\$ 16,337	\$ 4,689	\$ 4,062	\$ 8,751
Consultant Contracts	\$ 37,124	\$ 8,801	\$ 8,116	\$ 16,917
Construction Contracts	\$ 293,957	\$ 104,462	\$ 82,747	\$ 187,209
Miscellaneous (Capital Projects)	\$ 20,930	\$ 7,464	\$ 7,529	\$ 14,993
Total Capital Projects	\$ 397,044	\$ 133,616	\$ 110,147	\$ 243,763
<u>Capital Pass Throughs</u>				
Pass Throughs	\$ 10,460	\$ 1,609	\$ 411	\$ 2,020
Total Capital Pass Throughs	\$ 10,460	\$ 1,609	\$ 411	\$ 2,020
Total Capital Expenditures	\$ 481,150	\$ 139,271	\$ 128,760	\$ 268,031
Total RIDOT Expenditures	\$ 626,126	\$ 168,615	\$ 165,647	\$ 334,262

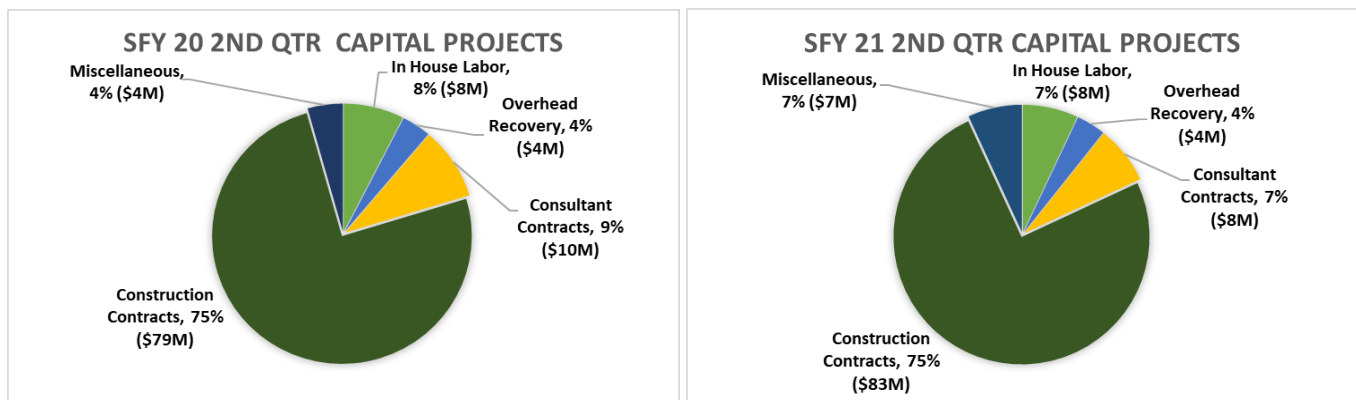
* Beginning in the 4th Qtr of SFY 19, Garvee Debt service payments are included in the Total Debt Service.

Expenditures

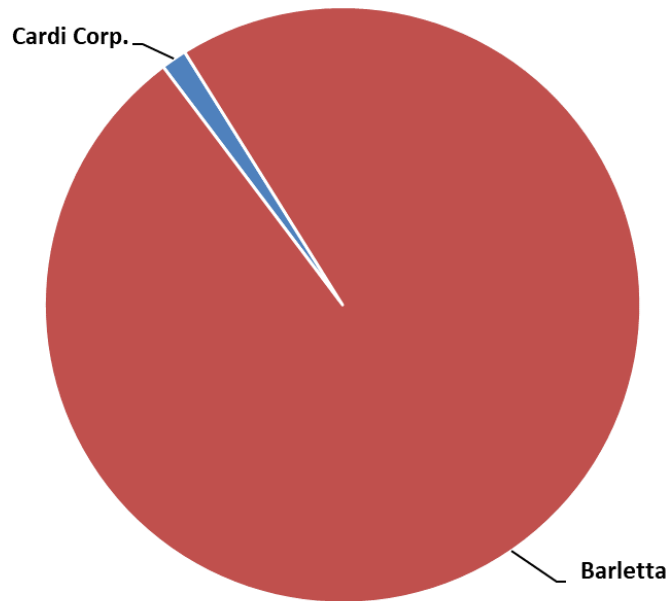
OPERATING EXPENDITURES: Operating expenditures are costs associated with the day-to-day operations of RIDOT. These costs include Highway Maintenance, Safety Programs, Administrative Expenses, Winter Operations, and Commuter Rail expenses.



CAPITAL EXPENDITURES: Capital expenditures include design, construction and oversight costs associated with capital projects, expenditures to plan capital projects and debt service on capital debt. Some operating expenditures associated with RIDOT overhead are also billed to capital projects. Capital costs other than those allocated to the construction contracts are considered “soft costs.” RIDOT’s 10 Year Plan calls for the reduction of soft costs over time to bring this portion of capital expenditures down to industry standards through the implementation of project management.



FFY 2021 (as of December 31, 2020)*



Contractor	No. of Contracts	Total Value Awarded (In Millions)
Barletta	1	\$65.964
Cardi Corp.	1	\$0.933
Totals	2	\$66.897

*Chart contains only contractors awarded over \$500,000 in construction contracts as of December 31, 2020.

Glossary

Date Conventions:

CY: Calendar Year (January 1 – December 31)

FFY: Federal Fiscal Year (October 1 – September 30)

SFY: State Fiscal Year (July 1 – June 30)

Safety Information is collected and reported on a calendar year (**CY**) basis

Financial Information is reported on a State Fiscal Year (**SFY**) basis

All other information is reported on a Federal Fiscal Year (**FFY**) basis

Technical Definitions:

Emergency Awards: The Department occasionally faces the need for urgent response to certain situations. As defined by State Purchasing Regulations (9.6.2), an emergency is defined as follows: “An emergency shall mean a situation to which an urgent response is required. Immediate dangers to health and safety, threats to property and necessary functions, and failures of critical equipment constitute emergencies”

Advertise: The date of the public notice of the invitation for bids or request for proposals, typically posted on the State Purchasing’s website

At NTP: Notice to Proceed occurs when a Purchase Order is provided by the Owner to the Contractor authorizing work to begin

Substantial Completion: Substantial completion is reached when the work is completed so it can be safely and effectively used by the public. This may include the entire Project or a unit, or portion of the work such as a structure, an interchange, or section of road or pavement

Final Completion: Final completion is reached when all contract work is completed, including punchlist work, and all certifications have been received by the Department

LTD: Life to Date

Change Orders: A written order to the Contractor covering contingencies, extra work, increases or decreases in contract quantities, and additions or alterations to the plans or specifications within the scope of the contract, and establishing the basis of payment and time adjustments for the work affected by said change

Industry Definitions:

NHTSA: National Highway Traffic and Safety Administration

OHS: Office of Highway Safety

FARS: The Fatality Analysis Reporting System is a nationwide census providing NHTSA, Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes

Pass throughs: Capital pass through expenditures are costs that are not directly related to capital projects but instead passed on to other entities such as other State agencies or local cities and towns for capital related costs

CMAQ: Congestion Mitigation and Air Quality

NBI: National Bridge Inventory; the Federal Highway Administration identifies bridges that are greater than 20ft and used for vehicular traffic.

NHS: National Highway System is a network of strategic highways with the US, including the Interstate Highway System and other roads service major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities.

RIDOT System Quick Facts



1,195

Bridges (5+ feet) as of 12/31/20



More than

3,000

Lane miles of road



5 rail stations

18 park and rides



104,000

Traffic devices



34,000

Catch basins (approximate)



715

Total employees

(as of 12/31/20)